

RAILROAL LOCAL TIME TABL Texas and Pacific Railty

Texas, Arkansas and Ft. Worth local Fort Worth and New Or and Chicago St. Louis and Chicago Cannon Ball Wills Point accommoda-10:30 p. m. 5:20 a. m. 11:35 a. m. 3:00 p. m. Fort Worth and Dallas 4:30 p. m. 10:35 a. m.

WESTEGUND.

Fort Worth and Fl Pase
6:05 p. m. 9:05 a. m. Fort Worth and Weath-erford accommodation, 10:20 a.m. 4:25 p.m.

Transcontinental Division.

Fort Worth and St. Louis Arrive. Depart. Channon Ball. 11:30 p. m. 5:25 a. m. Fort Worth and Texari: analocal 7:2) a. m. 8:45 a. m. ana local Texas and Pacific trains Nos. 5 and 6, the St. Lonis Cannon Ball, only stop at Texarkano, P. C. Junction, Atlants, Josephson, Marshall, Longylew Junction, Hig Sandy, Mircela, Wills Point, Terrell, East Dallas, Dallas and Fort Worth

Missouri, Kansas and Texas.

Chicago, St. Louis and Kansas Citycastes, 6:40 a.m. 7:00 a.m. Chicago, St. Louis and Kansas Citycastmall 7:10 p.m. 7:20 p.m. softmatths. Austin, San Autonio and Houston fast mail. S. 55 a. m. 9:05 a. m. Austin, San Autonio and Houston express 6.55 p. m. 8:10 p.m.

Fort Worth and Denver. Trinidga and Denver Mail 5:30 p. m. 9:30 a. m. When its Falls Express ... 11:50 p. m. 4:40 p. m.

Gulf, Colorado and Santa Fe.

SOUTHBOUSE Houston and Galveston Mail Site a. m. 8:30 a. m. Clebarne Accommodation, 2:53 p. m. 3:05 p. m.

Arrive Depart | Houston and Galveston | Arrive Depart | Mail | 9:00 a m. 5:40 p. m. | Local Accommodation | 7:00 p. m. 9:15 a m. Fort Worth and Rio Grande.

Fort Worth and New Orleans-

Bublin, Comanche and Brownwood Mail. 2:00 p. m. 3:00 p. m. St. Louis Southwestern.

Weatherford, Mineral Wells and Northwestern.

The trains of this line make direct connection with the Texas and Pacific railway trains Nos. 5, 4, 9 and 10 at Weatherford, leaving Fort Worth (via Texas and Pacific railway) and arriving at Mineral Wells as follows: Arrive. Depart. 10:20 a. m., Fort Worth (T. & P. Ry.) 2:05 a. m. 6:00 p. m., Fort Worth (T. & P. Ry.) 2:05 a. m. 6:00 p. m., Fort Worth (T. & P. Ry.) 4:35 p. m. 10:22 p. m. Mineral Wells 7:20 a. m. 7:35 p. m. Mineral Wells 7:00 p. m.

TABLE OF DISTANCES

The following table shows the distances from Fort Worth of some of the important points is as well as outside of Texas: MISSOURI, KANSAS AND TEXAS. North. South. Miles Hillsboro

133 Taylor...... 197 West Point... San Antonio 279 Laredo 432 Corpus Christi 429 City of Mexico 1379 TEXAS AND PACIFIC. Eastern Division.

Rio Grande Division. Miles
31 Colorado City
72 Big Springs
115 Pecos
140 Sierra Bianca
161 El Paso Transcontinental Division.

COTTON BELT ROUTE Miles
4: Camden, Ari. 215
8: Pine Rieff. 284
9: Brinkley 45
115 Memphis. 565
1.8 Cafro 623
54 St. Louis 708

GULF, COLORADO AND BANTA FE. South. 28 Cameron 158 69 Caldwell 189 103 Brenham 220 128 Galveston 346 fed regor. Temple. North.

Miles | Miles | Miles | 65 | Wichita, Kan | 378 | 104 | Kunsas City | 608 | 171 | FORT WORTH AND DENVER OITY. Childress Balleva Henrietta, Wichita Falls Josa Park Falls Joseph dieser die FORT WORTH AND RIO GRANDE. HOUSTON AND TEXAS CENTRAL Miles Calvers ..

Bremond Dallas Fair Train. In addition to the five daily trains the Texas and Pacific railway will are train during the D

ereespeck ...

B. W. McCullough. General Passenger and Ticket Agent, Jane F. Zunn, City Ticket Agent,

Plainview, Hale County, Tex. Come to Amarillo and get your the "Hotel Amarillo" county seat of the best county on the central plains. THE RAILWAY WORLD

A Rather Quiet Day in All Departments.

THE COTTON BELT'S SHOWING.

The Wall Street News Gives it a Good Rec ord-The Railway Club Contest-Reduced Rates-A Railroad Journal-Other Rallroad News.

Improvement in Locomotives. Samuel Livingston of Brooklyn has invented a device to be attached to the smoke stacks of locomotives, which, he says, will effectually do away with their puffing and snorting. He calls his invention a choker,

The Santa Fe announces a rate of a fare and a third from all stations in Texas to McGregor and return, account of the eighth annual meeting of the Texas Eclectic Medical association at Waco November 10 and 11, tickets on sale November 9 and 10, limited returning to November 12.

A Railway Journal.

The Railway Agent's Journal is a very handsome seven column folio published at San Marcos, Texas, by the railway agents' association, Texas division. It is well got up, contains an abundance of matter particularly interesting to railroad men. It occupies a field separate and alone and should be successful.

A Good Showing

Speaking of the St. Louis Southwestern Speaking of the St. Louis Southwestern the Wall Street News says:

The securities of this company sprang into activity yesterday and the dealings in them were quite large at advancing figures. The German foreign banking houses seem to be the principal buyers and the bulk of their contexts. their orders they said came from the other side. A careful inquiry discloses the fact that the bonds of the company are to be listed on the Berlin Bourse next week, and this fact no doubt accounts for yesterday's spurt. Judying from the excellent buying it looks as though the bonds were going

He is a Fort Worth Alderman.

The following, under the heading of "One of Our Veterans." appeared in the last is-sue of the Railway Agent's Association Bro. J. T. Clements, who is at present joint agent for the Texas and Pacific, Mis-sonri, Kansas and Texas and Fort Worth and Rio Grande railways at Fort Worth, is fifty-six years old. He was born in New York and came to Texas in 1860. He served through the entire civil war, and most of the time was in Lane's Texas Brigade. He was agent for the International and Great Norther railway at Longview for eleven years For the past four years he has held his present position. Bro. C. is also one of Fort Worth's addermen, which office he has fibed for three years. He is still full of life and vigor for one of his years, and is a man of great personal magnetism. He says that he "has not missed a pay-car for twenty five years." May he meet as many more is our sincere wish.

The Railway Club Vote.

The following is the record of the vote in the prize contest of the Railway Employes'

S. D. Rainey 100 A. B. Smith 30 E. B. Harreld 20 W. A. Adams ... BAILBOAD MAN-WATCH. S. Thorne Maxwell..... J. B. Paul.

J. J. Mullane William Doherty YOUNG LADY-OPERA CLASSES.
Miss Pauline Wynne. Miss Tommie Adams. MARRIED LADY FRUIT BOWL. Mrs May Elser Mrs. Jo Scully .. The following eard from A. B. Smith will

loubtless be read with interest. Ballway Employee Club. Noticing my name mentioned in the railroaders contest, I respectfully ask that the same be withdrawn, as I have no desire to have my popularity tested in that manner. Assuring you of my appreciation in select-ing my name, and wishing your club abun-dant success, I remain, respectfully, A. B. SMITH.

Trackmen Strike Special to the Gazette.

HEARNE, ROBERTSON COUNTY, TEX., Oct. 19.—The truckmen* on the Hearne and Brazos Vally road under Bracy Bros., con-tractors, struck to-day for higher wages.

A Town Rans a Boycott. Special to the Gazette.

HEMPSTEAD, WALLER COUNTY, TEX., Oct. The farmers and merchants of Patter-son, on the Texas Western road, have re-Houston, while the Aransas Pass only charges 50 cents a bale from Fulshear, a greater distance. Hereafter they will patgreater distance. Hereafter they will par-ronize Fulshear as a shipping and receiving

Commission Rulings. Special to the Gazette.

Austin, Tex., Oct. 19.- The commission to-day issued circular 95, amending com-modity tariff No. 7 so as to make the minimum carload of wood on narrow-gauge roads,6 cords, and exempting the Texas transportation company and the Brownsville and Gulf railroad from the operation of tariff No. 9. A third ruling exempts tariff No. 9 from the conditions in circular 20 re-lating to minimum charges. Effective No-

The Santa Fe was given the fellowing rates on railroad photographers' cars, con-taining a photo outfit: For distances of forty miles or less, \$10 per car: for greater distances 25 cents per car per mile, parties in charge of the car paying full fare. Effective October 24.

Cincinnati, New Orleans and Pacific. Cincinnati, New Orleans and Pacific.
Cincinnati, Omio, Oct., 18.—The annual meeting of the Cincinnati. New Orleans and Texas Pacific railway stock-holders was held to-day. The annual report was presented and a number of questions were asked by the stockholders with reference to the causes that led to a declaration of a 2 per cent semi-annual dividend instead of a larger dividend. President Felton explained but dividend. President Feiton explained, bu it was not quite clear, and a committee was appointed to suggest a clearer method of tating accounts. In answer to a question President Felton said the failure in extend-ing a lease was due to the exorbitant rental provided for in the enabling act of the legs islature, and from the refusal of the city of Cincinnati to provide necessary betterments for the road or to enable this company to do so. The election for directors was without conscition. oompany to do so. The election for directors was without opposition. The old board was re-elected with the exception of Mr. M. E. Ingalls, who declind, and Mr. John H. Inman, president of the Richmond terminal, was elected in his place. The board consists of W. H. Anderplace. The board consists of W. H. Ander son, Calvin S. Brice, S. M. Felton, Alex McDonald, C. C. Harvey, Samuel Thomas, T. T. Gaffin, W. A. Goodman and J. H.

I. & G. N. Receivership.

pecial to the Gazette. Paris, Tex., Oct. 19.—To-day Judge Bryant of the Federal court heard the ap-plication made by the first and second bondholders of the International and Great
Northern railroad for a receivership. The
applicants were represented by Charles
W. Oden of San Antonio, M. F.
Mott of Galveston, and E. B.
Kruttshnitt of New Orleans, La.
Judges Beach of New York and Cockran of
St. Louis represented the interests adverse
to the receivership. They were not present, telegraphing for a postponement. John
M. Duncan represented the Campbell state
receivership. After hearing the argument,
Judge Bryant decided to grant the application, limited, however, by a proviso that it
should not become operative until
the state receivership had been settled, and
the property had been taken from the custhe property had been taken from the cus-tody of the state court. A proviso was also made that the representatives of the adverse interests be allowed thirty days in which to appear and contest the order. The receivers are not named yet. R. S. Hayes and Ira H. Evans are suggested, but they

A Decrease in Amount of Freight. CHICAGO, ILL., Oct., 19.-Railroad men are or to cheerful over the outlook as they were a month ago. They had expected that by this time they would be put to their atmost exertions to provide cars cnough to move the east-bound freight, but instead of that they find that there has been no strain whatever on the canacity of their strain whatever on the capacity of their roads. Not only is business dull, but the volume is actually decreasing from week to week, and, what is more surprising, it continues to fall short of the tonnage recorded for the corresponding periods in 1890, which was regarded as an off year. This falling off can no longer be attributed to water competition, for the lake shipments during the past two weeks have decreased even more than the shipments by rai The east-bound movement of dead freight of the railroads last week, including both through and local consignments, amounted to 50,516 tons, against 60,105 for the preceding week, a decrease of 3589 tons, and against 67,730 for the same period last year, a decrease of 10,847 tons. At the same time the lake shipments fell away from 103,125 tons for the preceding week to 82,679 tons last week. The shipments of flour, grain and provisions from Chicago to the seaboard by the roads in the Central traffic association aggregate 23,635 tons, against 25,549 for the preceding week, a decrease of 1814 tons and against 34,916 for the corresponding week of 1890, a decrease of 10.381 tons. The Vanderbilt lines carried 53 per cent of this traffic, the Pennsylvania lines 26 per cent, the Chicago and Grand Trunk 11 per cent, and the Baltimore at Ohio 6 per cent.

Differentials Recommended.

CHICAGO, ILL., Oct. 19.—Chairman Blanchard, acting vice-chairman of the joint committee affirms the recommendation of the freight committee of the Central of the freight committee of the Central Traffic association that the differentials in use by the Continental line and the Central states dispatch, via the Baltimore and Ohio railrord and connections on east bound traffic, transported by rail to Baltimore and thence by water to Boston, Providence and other New England points, be authorized. The differen-tials are as follows:

First class, 8 cents; second, 6 cents; third, 4 cents; fourth, 6 cents; fifth, sixth and special classed, 2 cents, the same as the Kanawah dispatch when property is forwarded by rail and sea.

Cutting Rates.

Chicago, Ilia., Oct. 19.—Chairman Finley has been notified by the Atchison, Topeka and Santa Fe road that up to the present it has taken no steps to meet the cut in passenger rates made by the Kansas City, Fort Scott and Memphis from Kansas City to Washington, hoping that the matter might be adjusted, but that it cannot longer ignore this it cannot longer ignore this competition. The Atchison has heretofore decided to make the first-class rate \$26.75 from Kansas City to Washington through Chicago. The second class rate will be \$25. These rates will of necessity apply to Bai-timore and Harrisburg. Chairman Finley has authorized all similar lines to take sim-

Corpus Christi and American Railway Troubles, Special to the Gazette.

CORPUS CHRISTI, NUECES COUNTY, TEX., Oct. 19.—The situation on the Corpus Christi and American railway remains un-changed. The men who yesterday took forcible possession of the property still hold the fort. Griffin Bros., the con-tractors who have a claim against the railroad company ramounting to \$31,000 credited with other as having taken possession of the engine and other company property yesterday, were summoned into court. It was the intention of the railroad people to regain possession when they were in court, but the latter were equal to the emergency and had an aiditional force on the ground in their absence which completely frustrated the move of the company. The attorneys for plaintiffs say they want the dafendants to take the matter into court where the case can be fought. Public sentiment is with the contractors, and sub-contractors with the contractors and sub-contractors. with the contractors and sno-contractors, who now hold possession. The property belongs to a Boston sidicate known as the Pan-American construction company, with George H. Tool and J. S. Anthony of the American cotton seed company principle owners. It is said that the railroad company has decided to remove the engine and rolling stock in a few days to Victoria, to begin work on the line to connect that town with Corpus Christi. It remains to be seen what the next move will

LOCALETTES.

A party of immigrants numbering twenty-four went out on the Fort Worth and Denver yesterday bound for Hartley.

F. H. Hammon, who was hurt by being knocked off a railroad some time ago, is much better, and will be out in a few days The Riverside school opened yesterday under the charge of Miss Kate Cameron with thirty-five pupils, with more to follow next week. There was a difficulty up town last night

in which two young men named Terry Pugn and Lube Nichols participated, the result of which was that Nichols received a slight knife wound in the neck. Four marriage licenses were granted ves

terday: L. C. Merriman to Nealy Shackel-ford, William Evans to Miss L. A. Lamb, Walter W. Lazenby to Miss Pearl Chambers and W. M. Merrison to Mrs. Nannie Coker. The public square presented a scene of liveliness yesterday, being thronged with cotton, hay, corn, wood and other sale able stuff, and a good market was found for everything. Trade among the merchants

from this source was a feature of the day's A strong show is given at Andrews' theater this, week. Special features of interest are the sketches by the Lynch children, the musical sketch of Frank Byron and Emma Weston, and the Chinese laundry sketch of George Brooks and Minnie De-Witt. Both olios are well filled with clever

Just Arrived Colby and Pettibone, celebrated writers and test medium. Sit-tings daily 10 p. m. Material-is wednesday and Friday eve-Materialning, 8 p. m., at Mrs. Burris' corner Fourth and Taylor.

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re Worth Comment of the Daily ekly Gazerra. Think of this and thelp The Gazette without cost to yourself. It is a small matter to you, but business to The Gazette.

The Weekly G

It Takes the Cake

Makes it shorter, richer, and sweeter-flavored than butter, and you use only o ounces to a pound of sugar. The cake keeps fresh longer, and you save from 11 to 19 cents per pound by its use. What is it? FAIRBANK'S



choicest cooking For shorte bread, cakes, pie-crust, petties, It has receiv encomiums fr chefs and skilled teachers of cookery and it is most inexpensive and cal, for half pound of cot tolene will do the work pound of lard or butter. Ask your grocer for

Many a Fortune Been

One Was

Never Lost By It.

HOTEL ARRIVALS.

PICKWICK. M F Beaumont, Hartley, Tex; J N See, New York; M Norton, Chicago; W B King, Waco; M H McLaurin, Astin; R C Ball and wife, Colorado; F A McDon-ald, Dallas; J M Kuhen, Dallas; A H Austin, Chicago: Joseph R Friend, Cincinnati; P G Sainger, T S Kingsland, St Louis; George W Harris, Gincinnati; W E Lowe, Alpine, Tex: Mrs C Stevens, Alvarndo; T H Kemp, Clifton; D V P Cadmus, New York; B M Howard, C A DeWitt, Dal-York; B M Howard, C A DeWitt, Dal-las, Tex; D D Cummins, St Louis; Nat C Houston, Wichita, Kan; W J Sherman, R. Van Slyke, Dallas; C. L. Ware and wife, Henrietta; Joe Haynes, Chicago; L. G. Townsend, Houston; W. E. Johnson, C. F. Forsyth, New York: A T Wills, Rochester NY: D C Bailey, C P Langlois, Boston; W H Morrison, Dallas; A H Dashiel, Ter-rell; J P Tufts, Dallas; N Maud, W S Van ren: J P Tutts, Danias; N Maud, W S Van Shaick, Denver; A C Gentry, Clarendon; A D Goodnight, Henrietta; J W Morrison, Glen Rose; Eugene Thrash, Granbury; W C Hart, Denver; W W Johnson, Palo Pinto county; G W Weaver, Plano; J B Rhea, Plano; R M Carter, Cotton Belt; W P Elliott, Oshkosh, Wis; Mrs A M Field, Taylor; Edw Kneezell, El Paso; Fred E Ticke, Chicago; Thomas Trammell, Sweet water; S ff Buchanan, El Paso; E M Stupp, Louisville; A Wheatfield, Plymouth; S S Shaw, New York; A M Glending, Bos-ton; J E Triggs, Boston; H L Bentley, Abilene; W.C. Bryant and wife, Abilene; E.C. Scherwin, St. Louis; M. McMoy, Missouri, Kansas and Texas railway; B.B. Gateley,

Mrs N F Howard, Texline, C E Daily, St Louis; S C Padelford, Cleburne; Sidney Suggs, Mt Pleasant; J P Hamilton, Grand-Suggs, Mt Pieasant: J P Hamilton, Grandview: W D Orr, Hillsboro; Mrs H S Suggs and two children, Mt Pleasant; E R Sharp, Vaughan; T J Pankey, Cincinnati; Mrs E M Fales, Chicago; G W Todd, Boston: F G Saenger, St Louis: M A Chambers, Chicago; M D Wainwright, Rochester, N Y: B W Brown, Longview, Tex: J A McHale and friends, Chicago; A M McElwee, Alvord: J L Waite, Grapevine: A Abshear and family, Newark, N J: J W Legg, Dallas: J H Boyles, Benjamin: C M Eakee, Amarillo: Fred Frey, Wichita Falls: A J Tisdall, London: W J Moore, Granbury; Mrs Lina Frey, Wichita Falls; Win H Quoyle, Dallas: John Virtue, Dunbury, Ia: C S Austin, San Antonio; W L Fuller, Tarrant Co: JR Nelson, Sulas, Mex; Mrs J W Johnson, Kansas City, Mo: R A Mrs J W Johnson, Kansas City, Mo; R A Stone, Pine Biuff, Ark; J M Woodrun and wife, Brownwood; N P Johnson, Philadelphia; Thomas S Price, St Louis; M S The Burlington Route.

Most people know what The Burlington Route is—some people, perhaps, do not know that it is the Model Railroad of the West. The Burlington Route is the name of a first-class railroad from Chicago, Peoria and St. Louis to and hetween the prin-cipal cities and towns of Illinois, Iowa, Missouri, Wisconsin, Minnesota, Nebraska and Colorado. The 7000 miles of this great road pass into and through the best farm ing regions of these great states, reach Deadwood, So. Dakota, and the new mining country of the Black Hills. Along the lines of the Burlington Route are the best oppo-tunities in the West, Northwest and west, for the farmer, th ie merchant, th

lington Route runs through pasger trains every day in the year between Senger trains every and Peovia, Kansas St. Louis, Chicago and Peovia, Kansas City, Atchison, St. Joseph, Council Bluffs, Omaha, Lincoln, Denver, St. Paul and Minneapolis, making connections at these points with all Eastern and Western roads, and giving the traveling public unequaled

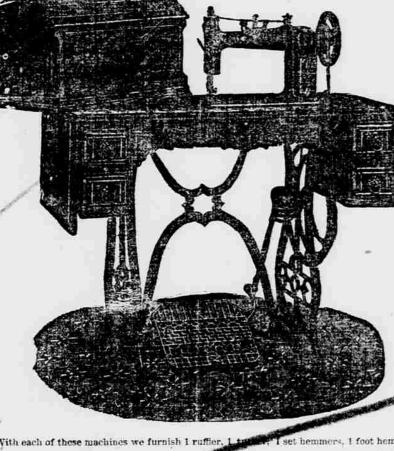
For speed, safety, comfort, character of pripment and track, and efficient service r passengers and freight, it is unexcelled Send ten cents in postage stamps to the General Passenger Agent and get a hand-some wall map of the United States and a descriptive folder of the train service. For further information, tickets, rates, naiss, etc., call on your nearest railroad ent, or address A. C. Dawes, W. C. Brows, G. P. & T. A.,

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With each of these machines we furnish I ruffler mer, 1 screw driver, 1 oil can and oil, 1 gauge thumb screw, I extra throat plate, blus and one instruction book. These articles

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OUR OFFER: To every mail subscriber of The Sunday Gazeffe we will send the High-Arm Improved Machine and one paper one year for \$25, and to every mail subscriber of the Daily Gazette we will send the High-

Arm Improved Machine and paper one year for \$3; or, Daily six months and the machine for \$28.50—purchasers pay freight. Weekly Garette one year and machine, \$24. Every machine warranted for five years. Address all orders and remittances

GAZETTE, Fort Worth, Texas.

820 TO \$25 CAN BE SAVED.

Democrat Publishing Company, Fort Worth, Tex.: DEAR SIR -In answer to yours of recent date in regard to sewing machine bought of you, can recommend the machine. As to work, it does equal to any high-priced, and is neatly finished, runs light, and we can recommend the ma-chine to all those in need of a good machine. You can save \$20 to \$25 by one of hese machines, and you will be well pleased with your bargain. Yours trul

Home Tay Box 31

A. G. MARVEL

AS NEAR PERFECTION AS POSSIBLE.

FLATONIA, TEX., May 13, 1891.

Howe, Tex., May 12, 1891

The Gazette, Fort Worth, Tex.: The machine received in good order and is pronounced a jewel by myself and neighbors. It is as near perfection as it is possible for anything to be. In fact only one fault could be found, and that is the thread post is too short. Yours MRS. A. HANOVER respectfully

WELL PLEASED WITH IT.

ROANOKE, TEX., May 21, 1891.

The Democrat Pub. Co., Fort Worth, Tex.: Strs-I received the High-Arm premium sewing machine in due time and am well pleased with it. It does excellent work, and is a novelty of cheapness Yours respectfully

MRS. M. E. REYNOLDS. FIRST CLASS IN ALL RESPECTS.

TULIA, TEX., May 5, 1891. To the Fort Worth Gazette:

GENTLEMEN-The High-Arm sewing machine is all you claim for it. It is

first class in every respect. It is as good as one my son paid \$37 for on the same day I received it. No one can be dissatisfied with it at the price paid for it. DELIGHTED WITH IT.

TULIA. TEX., May 11, 1894.

GENTS-I have one of your High-Arm premium sewing machines. My wife is delighted with it. It is neat, well finished, light running, and gives entire satisfaction. I like it better than anything I have had offered at from \$35 to \$45. Respectfully, AS GOOD AS ANY \$50 MACHINE.

Democrat Pub. Co., Fort Worth, Tex .:

Fort Worth Gazette:

DEKALB, TEX., May 10, 189L

I received your High-Arm premium sewing machine. We have tried it thoroughly, and find it first class. It is as good a machine as the people have been

paying \$50 for. There is no humbug about it. Respectfully, J. D. O. REAR. SATISFIED AFTER THOROUGH TEST. JOSHUA, JOHNSON CO., TEX., May 10, 1891. Democrat Pub. Co., Fort Worth, Tex.:

GENTLEMEN-I received the High-Arm premium sewing machine in good

order. My wife has given it a thorough test; she finds it to be everything represented, and is well pleased with it. I will say to all that want a good machine, subscribe for the Weekly GAZETTE and get a premium machine. The paper i just splendid. Yours respectfully.

W. P. FLACK. just splendid. Yours respectfully,

WELL PLEASED WITH IT.

TOLOSA, KAUFMAN COUNTY, TEX., April 20, 1891.

To the Gazette: SIR—My machine arrived in due time and is all or more than you recommended. My wife is well pleased with the work that it does. Your respectfully

G. M. PITTMAN. respectfully

ALL THAT IS CLAIMED FOR IT.

Democrat Publishing Co., Fort Worth, Tex.:

GENTLEMEN—The No. 4. High-Arm premium sewing machine was received in good order, and my wife finds it to be all you claim for it, and is quite satisfied that it is equal to any other machine of twice the price you ask for this one. The case, too, is exceedingly handsome and very well finished. I am yours E. L. MOLIEAN?

TO ALL POINTS North and East THROUGH TRAINS CARE

PULLMAN .. SLEEFERS Between points in Texas a CHICAGO, ST. LOUIS AND KANS SAS CITY

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TAYLOR and KANSAS CITY and Editional Close connections in all of the with fast trains of Eastern and N make the M., K. & T. R'y the best

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To Shreveport and New Orleans, to Texaritans, Memphis, St. Louis, the North and Fast, and is ill points in Texas, Old and New Mexico, ari-gona, Colorado and California.

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TAKE THE "ST. LOUIS LIMITED" Between Fort Worth and St. Louis. The fastest time between Texas and the North and East. Double daily line of Pullman Paince Sleeping Cars through to St. Louis via the

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Through Sleeping Care between New Orleans and Denver, and St. Louis and El Paso.
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North, East and West Elegant Pullman Paince Buffet Drawing room Sleeping Cars are run through every day in the year to Kansus City, Chicago and St. Louis, connecting at these points with fast limited trains for the East.

THROUGH TICKETS TO ALL POINTS IN THE United States. Canada and Mexico.

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Through Sleepers From Galveston to Chicago, via M., K. and

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For Nebraska, Colorado, Deadwood, the Black Hills, and All Points North, East and West.

A. C. DAWES, Gen'l Pass. Agt., St. Louis, Mo. Wonte making nercy by not reading the want co-Read the Wonte

